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SCOTTSVILLE IS MOVING AHEAD

Beautiful Town Among
Foothills of Blue Ridge
Keeping Pace.

HAS GOOD BANK; PEOPLE THRIFTY

Town Centre of Prosperous and
Rich Country Section, Abound-
ing in Schools, Libraries and
Churches—Many Stores
and the Homes Are
Most Attractive.

(Special to The Times-Dispatch.)

SCOTTSVILLE, VA., March 9.—
Scottsville, tucked away in a little
hollow between the Albemarle hills,
on the north side of the curve of the
famous Horseshoe Bend of the James
River, is, in spite of discouragements,
in spite of its somewhat unfortunate
topographical (if picturesque) situa-
tion, in spite of "mud-fingling" on the
part of critical lookers-on, in spite of
everything, gradually coming to the
front again. For this place, origi-
nally known as Scott's Farm, was
once in the front rank of thriving
villages along the James. "Grin-
visaged war" quenched for a long
time its fires of thrift and enthusiasm,
and for nearly half a century it has
been known to the world as a place
when they gave it a thought in pass-
ing, only as a veritable Sleepy Hollow.
The town is nearly one hundred
years old, having been incorporated
in 1812. It was the northernmost
point on the James, and rightfully
possessed a place in history. Alber-
marle Old Courthouse, the turning
point of the Revolution, was located
on the present site of "Vainmont,"
about a mile west of the town and
now owned by Mr. D. H. Pitts. All
the land about, including "Scottlands,"
the former home of Senator Martin,
was once owned by a man named
Scott.

This was at one time a great ship-
ping point for tobacco and other pro-
duce by way of the canal, which was
made in the forties. Scottsville in the
early fifties was the largest flour
market in the State, buyers coming
from Norfolk and many other points
to purchase extensively.
When the railroad touched Waynes-
boro it cut off the mountain flour
trade, and the extension of the rail-
way to Staunton before the completion
of a plank road to that point was
one of the "setbacks" from which
the little Albemarle town was slow
to recover. During the Civil War all
its factories and warehouses were
burned, and in the place of years of
sunshine and prosperity came desola-
tion and gloom; then a gradual set-
tling down to a measure of pros-
perity, which the world has chosen
to call apathy, inactivity, anything but
the actual helplessness that it really
was.

So much for Scottsville in the nine-
teenth century, the twentieth is
quite another thing. Willing and
honest hearts and hands and good
business heads have not been idle
during the last few years, and many
things have not only been laid, but
are being carried out, for improvement
and progress in every direction pos-
sible.

The completion and dedication of
the high school building at the
center of the town, the site of a source
of great pride and pleasure to those
most interested in education.

The Fidelity Bank, owned by Mr.
Jacinto V. Pereira, is a neat and pret-
ty structure on the east side of Val-
ley Street. The upper portion is oc-
cupied by the town library and phy-
sician's office. Here the library, after
wandering from place to place about
the town, has found a permanent,
comfortable and attractive home.

National Bank.
The National Bank, of which Mr.
D. H. Pitts is president, and Mr. Wal-
ter S. Dorrier, cashier, will in a short
while erect a handsome new building
on the site of the Noel property.

The spirit of progress has done
much for the sanctuaries of Scottsville.
The Methodist and Baptist
churches having been entirely re-
modeled and beautified. The Episco-
pal was thoroughly repaired a short
time ago, and the Christian Church
will soon have some necessary work
done upon it.

The concrete portion of the bridge
across the James is almost completed.
This structure, it is believed, will
prove a great benefit to the town in
bringing more trade thither.

Like all thorough house-cleaning,
the work at Scottsville is being done
by degrees. The new sidewalks are
among the many long-felt wants that
are being filled.

The mixture of the new with the
old is one of the town's greatest draw-
backs in presenting an attractive ap-
pearance to the incoming possible
resident, and of these there are many.
A new flour mill will probably
be in operation here before many
months, and many other enterprises
are being projected when the machi-
nery, not in honor to the dead
of advancement, shall have begun to
run smoothly.

There are many charming homes in
and about the town, one of the pret-
tiest of these being "Idylwood," the
new residence of Mr. W. E. Burgess
on Driver's Hill. Another beautiful
residence is "Belle Haven," the home
of Mr. J. L. Pitts. This is lighted
by gas, heated by steam, and is sup-
plied with hot and cold water through-
out. The roses grown at "Belle Ha-
ven," which are the special care of Mrs.
Pitts, are noted for their beauty as
well as the handsome house plants
which ornament almost every room.
Houses for rent are at a premium
here now. Every one, large or small,
is occupied, and there is nothing left
to do but to build. Building lots are
scarce also, and now the question
arises, Which way must the town
grow?

Not to the south, for there are the
river and low grounds; not to the east
or west, for that means a change of
hills or freshets. To the north, be-
yond the hills which shut in the town

Noted Horseshoe Bend of James River Showing Town of Scottsville Looking South



IMPROVEMENTS IN SOUTHERN REGIONS

Railroads Still Spending Money
in Dixie Land to Reach Their
Increasing Business.

ELECTRIC LINES IN VIRGINIA

Review of the Contemplated
Works of Various Lines of
Southern Roads.

(Special to The Times-Dispatch.)

BALTIMORE, MD., March 9.—Though
retrenchment is being discussed in
some parts of the country, several rail-
road projects in the South of more than
ordinary importance are noted in this
week's issue of the Manufacturers' Re-
cord. One of the most notable of
these looks to the expenditure of about
\$5,000,000 upon a union depot and ter-
minals at Memphis, Tenn., by a com-
pany in which are represented the Iron
Mountain, the Chicago, Rock Island
and Pacific, the St. Louis and San
Francisco, the St. Louis Southwestern,
the Yazoo and Mississippi Valley, the
Illinois Central, the Louisville and
Nashville, the Southern and the Nash-
ville, Chattanooga and St. Louis rail-
roads. The new depot, which will be
reached by elevated tracks, will cost
about \$3,000,000 and other terminals
about \$2,000,000.

Another million dollars will be spent
for buildings and equipment of ma-
chinery for the new shops of the Cen-
tral of Georgia Railroad at Macon, Ga.
The directors of the company have de-
cided to enlarge the present plant, in-
creasing the acreage covered by build-
ings, roundhouse and truckage, for
which plans have already been pre-
pared.

Tidewater's Great Pier.

Contract has been awarded for the
dredging to be done in preparation for
the construction of the first of the big
coal piers which the Tidewater Rail-
way is to build at its terminals near
Norfolk, and also the contract for the
substructural work. The pier, which
will be 1,000 feet long, 60 feet wide
and 65 feet high, will cost between
\$1,500,000 and \$2,000,000.

Other railroad improvements and ex-
tensions reported include the building
by the Kansas City Southern Railroad
of a line from Crowley, La., to connect
with the New Orleans, Crowley and
Western Railroad; of a second track
on the Yazoo and Mississippi Valley
line for ninety miles, between Baton
Rouge and New Orleans; a 125-mile
extension of the DeQueen and Eastern
Railway, from DuQuoin to Hot Springs,
Ark.; the building of a low grade line
for the Illinois Central, between Bir-
mingham and Jasper, Ala.; a six-mile
extension of the State Railroad con-
necting Rusk and Galatin, Tex., and
the building at Martinsburg, W. Va.,
of yards to be used jointly by the
Pennsylvania, the Baltimore and Ohio
and the Western Maryland Railroads.

Electric Lines on Eastern Shore.

This month the contract will be let
for the car repair shops at Odenton,
Md., of the Washington, Baltimore and
Annapolis Electric Railroad Company.
This is one of the interurban electric
lines to which the South is giving at-
tention. Another project of the kind
for which rights of way and fran-
chises are now being secured is to con-
nect the more important towns in
Northwestern Arkansas. Survey has
begun for a line connecting Dallas and
Greenville, Tex., and a company is or-
ganizing to construct a line to serve
Onley, Onancock, Tasley, Accomac,
Loudsville and Wachapreague, on the
Eastern Shore of Virginia. Street rail-
way companies at Atlanta, Ga., Louis-
ville, Ky., Huntsville, Ala., Lexington,
Ky., and Jackson, Miss., are also con-
templating improvements of one kind
and another.

"PEACH YELLOWS" ORCHARD DISEASE

It Has Been Working Havoc In
Virginia Peach Orchards
of Late.

IT CAN BE EASILY CURED

Professor Phillips, of Blacksburg,
Gives Interesting Facts and
Figures On the Subject.

(Special to The Times-Dispatch.)

Peach-growing has become a wonderful
industry in some parts of Virginia. In
the olden time Virginians raised peaches
only for home consumption and to give
away to such of their more unfortunate
neighbors as did not have an orchard.
These conditions changed about a gen-
eration ago, and Virginia orchardists are
now raising peaches to sell, many, very
many of them, depending almost entirely
on the peach orchard for an income. In
the meantime they have become familiar
with many drawbacks to the business
and many heretofore unknown diseases
to which the peach tree is subject, among
them the disease known as peach yellows,
which has become so prevalent in
some sections of the State in the last
two years. This is one of the most
destructive of diseases, and at the same
time one that can be readily controlled,
provided concerted action is taken by
all the growers in any one community.

Modern Investigation.

On this subject Professor J. L. Phil-
lips, State Entomologist at Blacksburg,
writes The Times-Dispatch:
"The fruit usually ripens prematurely
on trees attacked by yellows. The
peaches on one or more limbs may ripen,
while those on the rest of the tree are
still perfectly green; yet, in other cases,
the difference in time of ripening may
not be so marked. Such fruit is likely
to have rots of discoloration or a red-
dish spotted appearance, extending from
the pit outward to the skin, which is
also red spotted. It is often insipid or
even bitter to the taste. A well-defined
case usually shows a bushy growth of
slender, wiry twigs at the base of the
limbs, but often these slender twigs
occur at the ends of the limbs, and they
may form late in the season, after other
growth has ceased. The leaves on these
unhealthy twigs are usually much
smaller and more pointed than healthy
leaves. The tree is well on the decline
at this stage."

"Dr. E. W. Smith, one of the lead-
ing authorities on this subject, who has
visited all parts of the country, to inves-
tigate it, says: 'On all hands it is con-
ceded to be one of the most serious
with which American fruit-growers have
to contend.' Formerly this disease was
confined to a small district on the At-
lantic Coast, but during the last twenty
years it has invaded distant regions
hitherto free, and has entirely ruined the
peach industry over very considerable
areas. Within ten years the disease has
taken a fresh and very strong hold upon
orchards in the Delaware and Ches-
apeake region, the northern portion of the
peninsula, and has destroyed thousands
and thousands of trees, rendering a great
industry unprofitable and precarious."

Came from the North.

"According to the same writer, the
(Continued on Third Page.)



"Belle Haven" Residence of J. L. Pitts

FEEDING CATTLE FOR GOOD BEEF

Results of Experiments Made
Recently at the Virginia Sta-
tion at Blacksburg.

STALL AND GRASS-FEEDING

How Either Process May Be
Followed with Profit to the
Stock Raiser.

Introduction.

Two methods of finishing cattle may
be followed by Virginia Stockmen. In
the one case they would be placed on
grass in the early autumn and pushed
vigorously until ready for the market.
In the other case they would be fed a
little more than a maintenance ration
so as to carry them through the winter
in good condition and then finished on
grass the next summer. The relative
merits of these two methods of finishing
cattle is a matter of grave importance
to every stockman. Hence, it is being
carefully investigated at the Virginia
Experiment Station at the present time.
One report has been prepared and is
now being printed for distribution in
bulletin form to all who apply for it.

Eighty-four animals were used in the
work: the stall-fed cattle being fed sil-
age hay and stover, with different
amounts of corn combined with cotton
seed meal, the object being to determine
the effect of the succulent ration on the
fattening process, and the best form in
which to feed corn with cotton seed
meal. The grazed cattle were fed on
different forms of roughness, some of
a succulent and some of a non-succulent
nature for the purpose of comparing the
residual effect of these feeds for animals
finished on grass.

Conclusions.

1. Groups 7 and 8 which received ear-
corn, split corn and shelled corn made
an average gain of 1.50, 1.29, and 1.46
pounds respectively, or an average of
1.42 pounds per head per day. Groups
10, 11 and 12 which received corn meal
and corn and cob meal fine and corn and
cob meal coarse made an average gain
of 1.74, 1.43 and 1.39 pounds respective-
ly, or an average of 1.52 pounds per
head per day. The gains following the
whole corn groups increased the gains
to an average of 1.53 pounds per head
per day, which made it more profitable
in this instance to feed whole corn.

2. Between 25 and 55 per cent of the
total gains in live weight were made
during the first 69 days. During the
second period the percentage of gain
varied from 22 to 35.83 per cent, and
during the third period from 12.35 to
21.19 per cent. The groups receiving corn
and cob meal fine and coarse made as

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"Idylwood" Residence of W. E. Burgess



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PURCHASE VAST TRACTS OF LAND IN SOUTHWEST

Timber and Mineral Properties
Purchased by Mr. Carter for
South and Western R. R.

(Special to The Times-Dispatch.)

GATE CITY, VA., March 9.—The
South and Western Railroad Company
has set two corps of engineers to work,
one at each end of the proposed line,
locating a route from Clinchport, on
the South and Western, to Rose Hill,
in Lee county, on the Louisville and
Nashville Railroad. The length of the
line will be forty miles. The purpose
of it is to secure a connecting link,
which will be highly advantageous to
both roads. The South and Western
cannot find any other point so favor-
able to secure a western outlet, and it
is claimed the Louisville and Nash-
ville will thus be given a much better
entrance to important sections of the
coal fields of Wise county.

Recently Mr. George L. Carter, of
the South and Western, has purchased
a vast amount of timber and mineral
rights extending for many miles along
Powell's Mountain, in Scott county. In
order to reach this it will be necessary
to have branch lines constructed. The
line being surveyed from Clinchport to
Rose Hill cannot connect with the
South and Western at Clinchport, ow-
ing to the great elevation of the South
and Western at that point, but will
have to extend several miles up Clinch
River. It is claimed by those who
seem to have inside information that
the road will veer northward at Clinch-
port, and following the base of Pow-
ell's Mountain, will connect with the
South and Western at Duncannon.
This will make the line about sixty
miles in length. No other county in
Virginia will be more thoroughly cov-
ered with railroads than Scott county

REAL ESTATE AND BUILDING NEWS

Agents Say Business Is
Dull; Lull Before
the Storm.

LOCAL BUILDERS ARE VERY BUSY

Houses Going Up in All Sections,
Including Lee District and the
Suburbs—Promise of Great-
er Activity in the
Very Near
Future.

"Whatever may be the street rumors
you may hear to the contrary, and no
matter how many stories you may
get onto about big deals that are 'on
the string,' as you call it, the fact is
there is very little doing in the real
estate business in Richmond in a large
way. The agents are not idle. They
are making a living—more than a liv-
ing perhaps—but they are not doing
it on big deals. They are selling, a
good deal of small property now and
then, and they are keeping their office
forces comparatively busy in the rental
lines, renting houses and collecting
on the same; but all these big deals
you read about are not materializing."

"Thus spoke one of the best posted
real estate men in the city yesterday.
He seemed to know what he was talk-
ing about, and referred the man of
news to the records to confirm his
report of the conditions. The records
were consulted, and it must be said
that for two weeks past they do not
show any large real estate transfers.
"The truth is," continued this know-
ing man, "there have been no large
deals for two weeks past, and there
are not likely to be any for two or
more weeks to come. The market is
very quiet on everything except small
homes and small properties. These
are in active demand, and much more
business could be done if there was
more of such property on the market,
both for sale and for rental purposes."

Possibly Too High.

Nearly every real estate agent in
the city was visited yesterday, and
some information that was calculated
to confirm the above view was ob-
tained from nearly every one of them.
All report an active demand for small
property in good location, and all say
they have no trouble in renting good
property, but they find the demand
for larger ventures, either for perma-
nent investment or for speculation,
slow and far between.

There may be an exception as to
eligible Lee District property. There
are investors who would love to take
stock in that part of town if they
could find something that is really a
bargain; but as a general rule they
are not hunting for anything that is
high, and most property in that sec-
tion is considered by speculators and
investors as being fairly priced.

It is true that sales for the past
year have been larger than they were
for any previous year, but a lull has
come, and both investors and home-
buyers are waiting.

The fact is that most of the home-
builders have found all the ground
they want to build on for some
time to come. There are many new-
comers in town who would like to
buy homes already built, and many
who would love to rent, and these are
clamoring for homes at figures that
seem to them to be high, but such homes
are few and far between. Holders of such
whether they want to sell or rent, are
holding their figures too high. This
seems to be a fact that worries the
real estate agents not a little, and
they find it very hard to get their
constituents on the happy medium ground.

Busy Builders.

However, the builders and contrac-
tors are busy, and are likely to re-
main so for some time to come. The
home-buyers have bought their ground,
both in the city and the suburbs, and
having gone that far they are eager
to put up their little homes. Con-
tractors who are in the habit of build-
ing small houses have their hands full.
They can get and are getting all the
contracts they want from men who
want small houses erected at once, and
from investors who want to build for
renting purposes.

Morris Moring & Butler, a firm of
the best known and among the most
active contractors in the city, yes-
terday closed a deal with Mr. J. T.
Carnes to build for him at once four
houses on West Grace Street, near Rob-
inson.

The work on these houses will begin
tomorrow, and it is the purpose of the
builders to have the houses ready for
occupancy by the 15th of July, possibly
sooner. These houses
are to have all the modern conveniences,
and when completed, at a cost of about
\$5,000 each will be for rent. Messrs.
Moring & Butler report that they have
other contracts for a year or so, and
even if no other jobs should show up,
Builders in every part of the city are
busy from early morn to late eve, and
some of them report that they can take
no more contracts until they can in some
way see the end of these on hand. In-
deed, it looks as if the dullness in the
real estate market means that more
money is being put in houses and less
in the ground upon which houses may
later be erected.

Ginter Park.

Greatly increased activity in suburban
business has come with the breaking up
of winter, and there promises to be a
boom in building in the Ginter Park sec-
tion; the season, so many of the lot-
owners are either building homes or are
preparing to do so.

The low tax-rate of the county stimu-
lates building outside the city limits,
and where a suburb has wide paved
avenues, good water and sewerage sys-
tems, shaded walks, high elevation and
good transportation facilities, the ad-
vantages of the suburb over a city are
apparent.

(Continued on Third Page.)

FEEDERS AND STOCKERS AT THE VIRGINIA EXPERIMENT STATION



(Continued on Third Page.)